WHAT TO EXPECT FROM YOUR UPCOMING PROJECT

You made a great choice working with us for your upcoming asphalt or concrete project. This document answers our most frequently asked questions. After reviewing, please direct any questions to your Sales Manager.

BEFORE PROJECT BEGINS

- Remove all vehicles, planter boxes, dumpsters/ garbage cans, grills, hanging plants, bicycles, or any other outdoor accessories that could be at risk of being damaged during the project.
- Do not mow grass or blow leaves grass clippings within 48 hours of us completing work to avoid debris getting trapped in concrete/asphalt/seal coat.
- Irrigation/sprinkler systems should be turned off a minimum of 24 hours prior to our arrival and remain off until at least 48 hours after work has been completed. If the pavement is wet in any areas, it will wear differently and faster than normal.
- Anything within 12-18" of concrete or asphalt being worked on will be impacted. To avoid damage, ensure any shrubs or trees are pruned back and remove any flowers, bricks, plants, etc. adjacent to areas being worked on.
- Tree roots and stubborn perennial plants/shrubs have been known to grow through and/or shift asphalt and concrete surfaces. If the construction area is on-top of plants that have caused damage in the past or on an area that once had live plants (such as a garden or planter), it is imperative that prior to our crew's arrival you have a plant expert ensure all of the plants and their root systems under this new asphalt or concrete will not continue to grow. Plants/roots growing through asphalt or concrete surface are not covered by our warranty.
- Have all electric dog fences, landscape lighting, pole lights, camera cables, buried downspouts, or any other underground wiring or piping marked and turned off and/or disconnected prior to the project start. We are not responsible for repairs to these items which may be damaged or disturbed during the project.
- If you have concrete or asphalt that is being replaced and the concrete appears to go under a door threshold (i.e. the small piece of metal at the bottom of a door that the door sits on when in the closed position), have a maintenance person remove the door threshold prior to our arrival so we can remove the concrete/asphalt under it and ensure that it is not damaged in the removal process. Repairing or replacing door thresholds should be completed by a technician specializing in doors to ensure a proper seal and is not included in our Proposal unless specifically noted.

DURING PROJECT

- Please direct any questions you have on-site during the project to your salesperson not to the crew members directly.
- For your safety and our crew's safety, we ask that you avoid being in the work area during construction (especially children or anyone else who may not pay close attention to their surroundings). This is an active construction site, and your safety, your visitors' safety, your employees', and your guests' safety are of the utmost importance.
- If you must venture into the work area (which again is not recommended), please keep a 10-foot radius around any equipment to ensure the safety of everyone and wear work boots or something equivalent to protect yourself from stepping on nails, wood, or other hazards. Do not wear open-toe shoes, sandals, or flip-flops.
- Never attempt to walk across wire mesh/rebar, wood framing, or any other construction material once it has been laid as it is a severe tripping hazard and can cause serious injury. Never attempt to walk on hot mix asphalt as it can be over 300 degrees. Never attempt to walk on sealcoat material as it can be slippery when wet.
- Clients are not allowed to use our construction equipment and the crew is not able to complete work outside the scope of work indicated on your proposal.
- Our crew may need access to a water hose hook up, electrical outlets, or other utilities.
- While we take precautions to keep debris from damaging plants, we do not guarantee that plants and/or roots will be unaffected by the construction. When professionally installing a hard surface that is expected to last for 15+ years, unfortunately compromising the landscaping and lawns becomes a necessity and is not avoidable.
- Asphalt crack filling only works when the crack is both wide enough and deep enough for the crack filler to attach itself within the crack. It is not possible to seal every crack. Generally, a crack less than 1/4 inch wide and 1/4 inch deep cannot be effectively filled. We do not crack seal hairline cracks as there is no space for the material to go into. In

some cases, the crack sealer may not be smooth or flush to the surface of the asphalt and may sink a little due to the liquidity of the crack sealant. We typically seal cracks at our description, however, if there are specific cracks you want to ensure are filled please connect with your salesperson and ensure they are clearly marked prior to crew arriving.

- Asphalt crack filling linear footage estimates are estimates not exact. Our linear footage calculation assumes each box of crack fill covers approximately 250 linear feet of cracks. Therefore, if your proposal says up to 500 linear feet then two (2) boxes of crack fill are allocated for the project. Each box of hot pour crack filler is 30 lbs and has estimated coverage as follows: For cracks 3/8" deep by 3/8" wide, one box fills 480 +/- linear feet. For cracks 1/2" deep by 1/2" wide, one box fills 270 +/- linear feet. For cracks 3/4" deep by 3/4" wide, one box fills 120 +/- linear feet.
- Cleanup will be done at the end of the project, not during. If your project spans over several days, a final thorough cleanup will be completed at the end of the last day of construction.

AFTER PROJECT IS COMPLETED

When we complete our work, there will be areas surrounding the asphalt and/or concrete that require backfill, seed, sod. This includes repairing tire marks from skid steer, trucks, or other construction equipment. We are a paving company specializing in concrete and asphalt. Landscape restoration is to be completed by the Client unless otherwise outlined in our Proposal.

ASPHALT PATCHES / REPLACEMENT

- Asphalt should not be walked on for 48 hours or driven on for at least 72 hours after installation.
- Asphalt should be seal coated approximately one (1) year +/- after installation.
- Asphalt on occasion has a paving interlayer or underlayment fabric between asphalt layers. This is sometimes called Petromat although there are other manufacturers as well. If this is discovered after we remove the top layer(s) of asphalt, either Client will need to determine how to dispose of the asphalt with this paving fabric attached or there will be an additional fee to dispose of this fabric layer as the asphalt plants do not accept it and it must be disposed of using different channels.
- Asphalt cracks are a problem no one wants to have in their parking lot. Cracks never go away. Cracks cannot be fixed or hidden magically. When we crack fill and seal coat over cracks this is not meant to hide them. The cracks will always be visible. Crack fill and seal coat typically make the cracks even more obvious than before we started. The reason we crack fill and seal coat are to attempt to stop water from penetrating through the cracks and infiltrating the asphalt and sub-base below. Crack filling may last weeks, months, or years and it is difficult to guarantee products will last because we do not know the condition of the base and the amount of water trapped under the asphalt surface. Therefore, we and other experienced contractors cannot guarantee crack filling will remain in place for a specific amount of time.

CONCRETE PATCHES / REPLACEMENT / CURBS/ FLATWORK/ ETC

- Concrete should not be walked on for 48 hours nor driven on for at least 6 days after installation.
- Concrete and rock salt ice melt are not a good combination. Using rock salts will damage the surface of concrete and void all warranties. If you must use an ice melt to avoid ice build-up, always use calcium chloride to protect your concrete from spalling and surface delamination. Salts and other chemicals also are tracked in by vehicle tires and shoes/ boots and can cause surface issues with concrete or asphalt if not rinsed off.
- Concrete may have color differentiation throughout the curing process due to different truckloads, temperatures, sun/shade, and other factors. Color variations can take 6 months or more to even out.
- Concrete forms will be picked up within one week of installation.
- Concrete will crack. We do our best to install joints in locations where we anticipate the concrete will crack, however, this does not prevent cracking in other areas as well. Concrete is made by mixing water with dry components, such as sand, cement, and aggregate stones. After the concrete is poured, water evaporates from the surface during the curing process and some concrete areas dry faster than from underlying components. The difference in the evaporation rate (and therefore the shrinkage rate) produces tensile stresses which are relieved by cracking of concrete near the surface ("Shrinkage Cracks"). Shrinkage Cracks are normal. Shrinkage Cracks do not undermine the integrity of the concrete. Shrinkage Cracks are not covered under our warranty.

- Concrete work does create dust and tire marks on the adjacent concrete or asphalt. Typically, we suggest doing all concrete work prior to any asphalt replacement/patching and or seal coating. If no asphalt work is taking place as part of this project, please note you will see marks from the skid steer tires, truck tires, and concrete dust and overspray from concrete on the adjacent asphalt after we complete work. It is always recommended to have seal coating completed in the areas directly adjacent to any concrete work as there is no way to avoid concrete dust/overspray from going on these areas.

ASPHALT CRACK FILLING / SEAL COATING / PARKING LOT MARKINGS

- Sealcoating can take up to 30 days or more depending on temperature, humidity, sunlight vs shade, etc. to fully cure. Areas in the shade typically take longer to cure than areas in direct sunlight. During this 30-day curing process, you will notice the surface may be more sensitive to sap from trees, animal droppings, water stains from irrigation systems, ponding water, tire marks, footprints, etc. These are normal occurrences that are not concerning. Over time, these imperfections typically fade.
- Sealcoating can also result in a white residue. When parking lots are sealed and there are underground water issues, you will notice a white residue that looks like salt or limescale. This typically shows up in the alligatored areas and/or areas with cracks because water from under the asphalt is pushing through the cracks and bringing with it some of the lime from the base material (typically limestone). You may also see sand or brownish colors depending on what the base material is. This is also normal; however, it cannot be stopped or “fixed” with seal coating and crack filling. This is not covered under any warranty.
- Sealcoating is not a solution to repairing asphalt surface imperfections nor will it level off depressions, remove humps, or fix broken asphalt. Sealcoating is not meant as a repair, rather it is designed to aesthetically improve the look of the lot and seal the surface of the asphalt to ideally prevent additional damage from water penetrating the asphalt surface.
- Sealcoating will not hide cracks, alligatoring, or any other imperfections in asphalt. We are not able to fill gaps between any type of concrete slab, foundation, or stone wall.
- Parking Lot Marking Paint will not stay in place if the parking lot is not in good repair and generally clean. If we are marking a parking lot with dirt, gravel, dirt, alligatoring, cracking, etc. the paint may look good when we first apply it, but it will not last due to the surface it is being placed on. Paint needs a clean, dry surface to adhere to.